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COUNTRY East Germany

REPORT

TOPOIC Oranienburg Airfield

25X1 EVALUATION		PLACE OBTAINED		25X1
25X1 DATE OF CONTENT				
25X1 DATE OBTAINED		DATE PREPARED	17 December 1953	
REFERENCES				
PAGES	3	ENCLOSURES (NO. & TYPE)	1 - one sketch	
REMARKS				

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1. During the summer of 1953, concreting work was under way at Oranienburg airfield and the following material was used for 1 cubic meter of concrete: 6 hundredweights of cement, 1,020 liters of gravel and 210 liters of chippings. Construction work was being done on a fuel dump at the spur track to the field. A total of 40 containers, each with a capacity of 24,000 liters, were scheduled to be built. Groups of five containers each were connected by a line. No pumping installation was available as yet. The airfield was allegedly to be completed by 30 October.
2. A transformer station was being established at the airfield, 120 meters west of the Oranienburg canal, about 100 meters north of the road via the Velten bridge. On 26 October, a conference was allegedly held between the German construction staff at the field, the Bauunion Brandenburg and other agencies with regard to the future assignment of the fatigue details previously employed at the field.
3. In late October, filler necks were being fitted on the fuel containers of the fuel dump at the field. At the beginning of November, workers started filling the pits and covering the fuel installation with earth 1 meter high and subsequently covering it with scd. This work was completed by 24 November. A barbed wire fence was being built around the fuel dump. A small building was being erected in the southeastern corner of the fuel dump and a low wooden building southwest of the spur track.
4. The small brick building east of Wilhelminenhof was provided with a roof of prepared roof paper. Near this building, the fence turned and extended to the transformer house. On 23 October, source observed a cable ditch behind the transformer station. A cable was being laid in the ditch and subsequently covered with bricks in mid-November. At the same time, the transformer house was being provided with iron doors.
5. At the end of October, an estimated 60 workers were employed at the field. Every night beginning around 20 October, the northern entrance to the field was lighted. Source observed that grass was growing on the recently plowed and sown areas north and south of the runway.

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7. In November, workers started filling up the fuel dump with earth. There were three groups of containers each consisting of 10 containers and a fourth group of 12 containers. All of the containers had the same size, each with a capacity of 35,000 liters. The fuel dump was being surrounded by an extra fence within the airfield in mid-November. The spur track terminated at the fuel dump, after the rails formerly leading to the runway had been dismantled.
8. In mid-November, two new entrance gates were being built, one at Volten bridge and the other one near Annahof. A lead covered cable, 5 cm in diameter, was being laid in the ditch leading from the small transformer house at Volten bridge to the fuel dump and hangar.
9. Lieutenant Colonel Romanenko (fnu) was only seldom seen in Oranienburg. He had dissolved his office in Oranienburg and allegedly transferred to Schorfheide airfield.² On 20 November, 85 workers were employed at the field and mostly engaged in grading work. There were no Soviet or German guards at the field.

10. Construction work on the fuel dump was nearing completion in the first half of November. A brick superstructure for filling and drawing off fuel was fitted on each container. Subsequently, the containers were covered with earth. Between the spur track and the fuel dump, an additional railroad siding was being laid for the railroad tank cars. This railroad siding extended about 60 meters beyond the fuel dump in a southeasterly direction.

11. The field was unoccupied prior to 22 November and no indication of an intended occupation was observed. Construction work at the fuel dump continued and the fuel containers were being covered with earth and sods. A new building with a flat roof was observed 200 to 250 meters east of the point where the spur track entered the airfield.¹

12. On 13 November, an empty train of 40 cars, which first was directed to Strausberg arrived at Oranienburg. On the same day at 10:30 a.m., this train left for Justerbog Altes Lager. The train consisted of 5 boxcars carrying troops wearing black-bordered blue epaulets, 15 closed boxcars, 7 flatcars with sideracks carrying one truck each, 9 flatcars with sideracks carrying 14 generators and 2 searchlights, and 4 flatcars with sideracks loaded with billeting equipment. At about 6 p.m. on 14 November, train left Oranienburg for Schwerin. The train consisted of 1 boxcar carrying troops wearing black-bordered blue epaulets, 4 flatcars with sideracks loaded with trucks and 2 tractors, and 2 flatcars with sideracks loaded with billeting equipment.³

1. Comment. It is believed that work at the field has been completed. For sketch of fuel dump see Annex.

2. Comment. Lieutenant Colonel Romanenko was previously believed to be the representative of the Soviet Air Force construction staff Warden. Romanenko belongs to the Cottbus Staff Litvinov at 1 to 3 Olbricht Strasse in Leipzig.

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3. Comment. The train which left Oranienburg for Jueterbog Altes Lager probably carried construction personnel and construction equipment. It has not been determined whether improvement work at Jueterbog Altes Lager airfield, which was planned in March 1953 and later was given up will be done now. The shipment for Schwerin possibly was destined for the alternate airfield at Buchholz where only minor repair work may have been intended.

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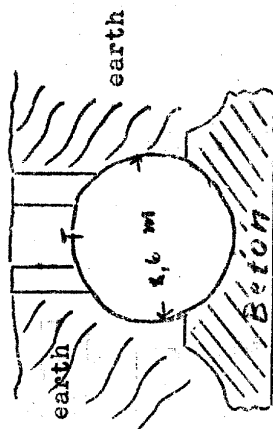
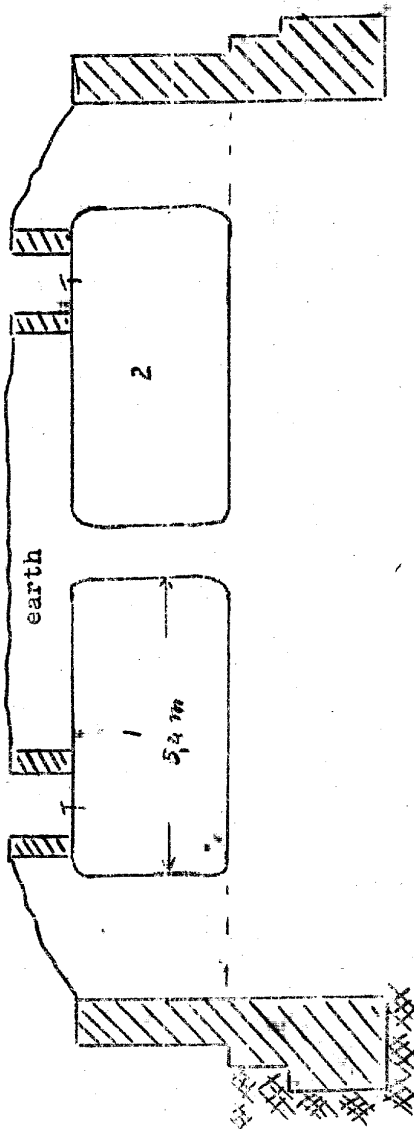
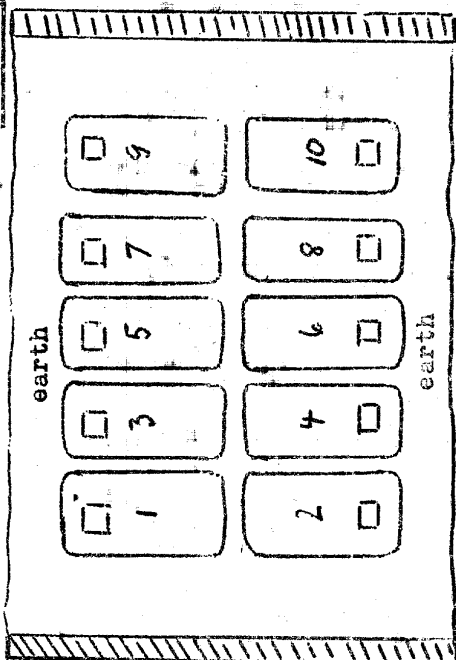
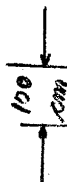
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10 containers - 1 battery Fuel Pump at Oranienburg Airfield

Annex

3 batteries serving 10 containers each
1 battery serving 12 containers



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